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THIS IS UNEVALUATED INFORMATION

RAIL LINES REOPENED;
BRIDGES REBUILT

Warsaw Area State Railway Management reported that 3,894,000 passengers were carried during February 1949, which was 27 percent greater than during February 1948; 10,713 freight cars were loaded (102.2 percent of plan); the average run of a locomotive was 139 kilometers per day. Coal consumption was 70 kilograms per 1,000 gross ton-kilometers, which was 15 kilograms less than planned.

The reconstructed Malbork-Myslice railroad line has been opened to traffic. This line, which shortens the distance between Tozew and Olsztyn, will aid in activating the fertile neighboring area.

The Chwaliszewski Bridge which spans the Warta in Poznan has been opened to traffic. The cost of reconstruction is 9,300,000 zlotys. The opening of this bridge only partly solves the transportation problem between the right and left banks. Building of the Krolewa Jadwiga Bridge, the main artery of communication, will begin shortly.

Preparatory work will begin soon on the new bridge in Poznan which will span the Warta in the neighborhood of the Waly Krolewej Jadwigi. The bridge will be of iron construction, 220 meters long and 24 meters wide. The iron structure, 2,000 tons in weight, will be built in the Wagnio Factory in Zielona Gora from materials supplied by the Silesian foundries.

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In addition to the new bridge, the Sw. Roch bridge will be rebuilt this year at a cost of 20 million zlotys.

These two bridges will be a great aid in the industrial development of the sections of the city lying on the left bank of the Warta.

HUNGARIAN ELECTRIC RAIL LINE BACK IN SERVICE -- Szabad Nep, No 82, 9 Apr 49

The electric railroad line between Gyor and Hegyeshalom has been put back into service 3 months ahead of schedule. The No 2 train came into Gyor in less than 10 hours. Talks were given by Gyula Karadi, in behalf of the Ministry of Transportation, and by Gyorgy Csanadi, MAV (Hungarian State Railroad) deputy director.

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- 2 -

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